

BookletChartTM

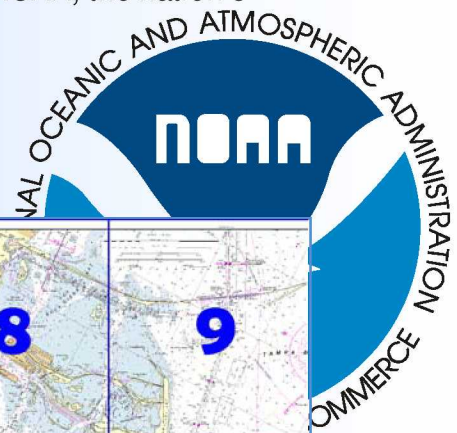
Tampa Bay to Port Richey

(NOAA Chart 11411)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

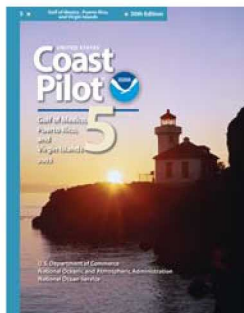
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 5 excerpts]

(282) **St. Joseph Sound** extends N from Clearwater Harbor nearly to Anclote Keys, and is separated from the Gulf for a part of the distance by narrow strips of beach known as **Caladesi Island** and **Honeymoon Island**.

(284) **Dunedin Pass** is marked by private daybeacons. The pass was reported shoaled to 1 foot and closed to navigation.

(286) **Hurricane Pass**; with local knowledge 3 to 5 feet could be carried. A light and daybeacons mark the pass.

(288) Five miles off St. Joseph Sound the current floods N with a velocity of 0.4 knot and ebbs S with a velocity of 0.6 knot.

(289) The area W and N of **Honeymoon Island** was reportedly shoaled to bare and passage between Honeymoon Island and **Three Rooker Bar** to the N.

(290) **Anclote Keys**. The trees on the S end of Anclote Key are tall and can be made out from well offshore. The structure of an abandoned light is visible above the trees. A shoal area that uncovers was 1.4 miles off the N end of the Anclote Key.

(291) The area between the keys and mainland offers good protection from W gales for vessels up to 7 feet in draft. The area can be reached by passing either N or S of the Keys; both passages are well marked. Shoaling to 2 feet was reported within 100 feet of Daybeacon 3X and Daybeacon 5X in the S entrance. Vessels drawing more than 7 feet can anchor W of the keys where, though more exposed to W winds, the water shoals so gradually that the seas are never very heavy, and vessels with good ground tackle can ride out anything but a hurricane. Eastward of the S end of Anclote Key, the tidal current has an average velocity of 0.6 knot on the flood and 0.8 knot on the ebb.

(292) **Anclote River**. A powerplant stack on the N side of the entrance is conspicuous at 25 miles. The stack is marked by strobe lights by day and by flashing lights at night.

(293) A channel with its entrance 2 miles SW of the S end of Anclote Key, leads from the Gulf to a turning basin at Tarpon Springs. The depth was 8 feet in the entrance channel to the turning basin, thence 7 to 9 feet in the turning basin. The channel is marked by lighted ranges and numerous lights and daybeacons. Above Tarpon Springs the river is navigable for drafts of no more than 2 to 3 feet.

(294) **Anclote**. A marina has gasoline, water, electricity, marine supplies. A TV tower marked by strobe lights E of town, and a large elevator and water tank nearby, can be seen for 10 miles; the tank has a light on top.

(295) **Tarpon Springs** has a municipal hospital. The municipal landing is a marginal wharf 330 feet long at the Sponge Exchange, below the Alternate U.S. Route 19 bridge.

(296) There are small-craft facilities and a yacht club at Tarpon Springs. Water and supplies are available. The yacht club is on the E bank of Tarpon Bayou opposite Chesapeake Point.

(297) Alternate Route 19 bridge with a clearance of 10 feet crosses Anclote River at Tarpon Springs. A railroad bridge with a clearance of 16 feet is 1 mile upstream of the highway bridge.

(298) **Kreamer Bayou** and **Whitcomb Bayou**. The junction is at the N end of a small island; the river channel passes to the E of the island, and Anclote River South Channel to the bayous passes to the W. The South Channel branches at Chesapeake Point into Kreamer Bayou on the W and via Tarpon Bayou into Whitcomb Bayou on the E. The channel to Kreamer Bayou has shoaled, and only small skiffs can enter. The drawbridge over Tarpon Bayou (South Channel) has a clearance of 8 feet. A public wharf and launching ramp are S of the entrance to **Spring Bayou** and another public wharf is at the yacht basin at the entrance. A draft of 3 feet can be carried from Anclote River through Whitcomb Bayou.

(300) Strangers should approach the coast with care. Small craft of 3 to 4 feet in draft usually follow the coast closely, especially during windy weather, and find comparatively smooth water by keeping about 7 miles offshore. Hazy atmosphere frequently obscures this section of the coast, and the vessels standing inshore close enough to sight land are mostly spongers and fishermen, who sometimes anchor in shoal water, soft bottom, behind shell reefs and ride out the heaviest gales.

(303) **Pithlachascotee River** has an extensive shoal area off the mouth and oyster reefs just inside. A channel, marked by lights and daybeacons, leads from the Gulf to a turning basin at Port Richey. The depth was 4.7 feet (5.4 feet at midchannel) to the basin with depths of 5.2 to 6.0 feet in the basin. Depths of 4 feet can be carried across the shoals to the channel entrance. Depths of 2 feet and greater can be carried to New Port Richey with local knowledge.

(304) Four bridges cross the Pithlachascotee River. The first bridge, U.S. Route 19, has a clearance of 12 feet. The second has a clearance of 10 feet. The third, State Route 595, has a clearance of 6 feet. A highway bridge with clearance of 10 feet vertical is above the third bridge.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus:
The last three digits are omitted.

NOTE F
Sunshine Skyway Bridge Security Zone
All waters, from surface to bottom, 100 feet around all bridge supports, dolphins and rocky outcroppings.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, Fla. to Anclote River, Fla.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE B
Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE D
CAUTION
Submerged piling of the former private day-beacons may exist in Big McPherson Bayou and Mud Key Channels.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE H
CLEARWATER PASS
The controlling depth was 8 feet for a width of 150 feet from the Gulf to the fixed highway bridge, thence 7½ feet for a width of 100 feet to a junction with the Intracoastal Waterway, with 3½ feet in the left quarter of the widener at the junction.
Jul. 2003 - May 2006

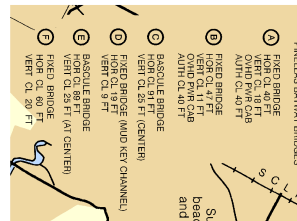
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

NOTE G
JOHNS PASS
The controlling depth was 5 feet for a width of 150 feet from the entrance to the Bridge; thence 7½ feet for a width of 100 feet to 27°47'29.7" N 82°46'50.0" W; thence 5 feet for a width of 100 feet to the Intracoastal Waterway.
Sep. 2008

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

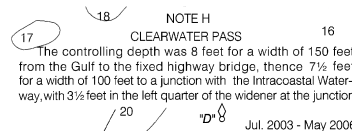


Corrected through NM Mar. 22/08, LNM Mar. 18/08

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.078" northward and 0.636" eastward to agree with this chart.



NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Mar./08; Corrected through NM Mar. 22/08, LNM Mar. 18/08

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System of 1984)

Mar./08; Corrected through NM Mar. 22/08, LNM Mar. 18/08

Additional information can be obtained at nauticalcharts.noaa.gov.

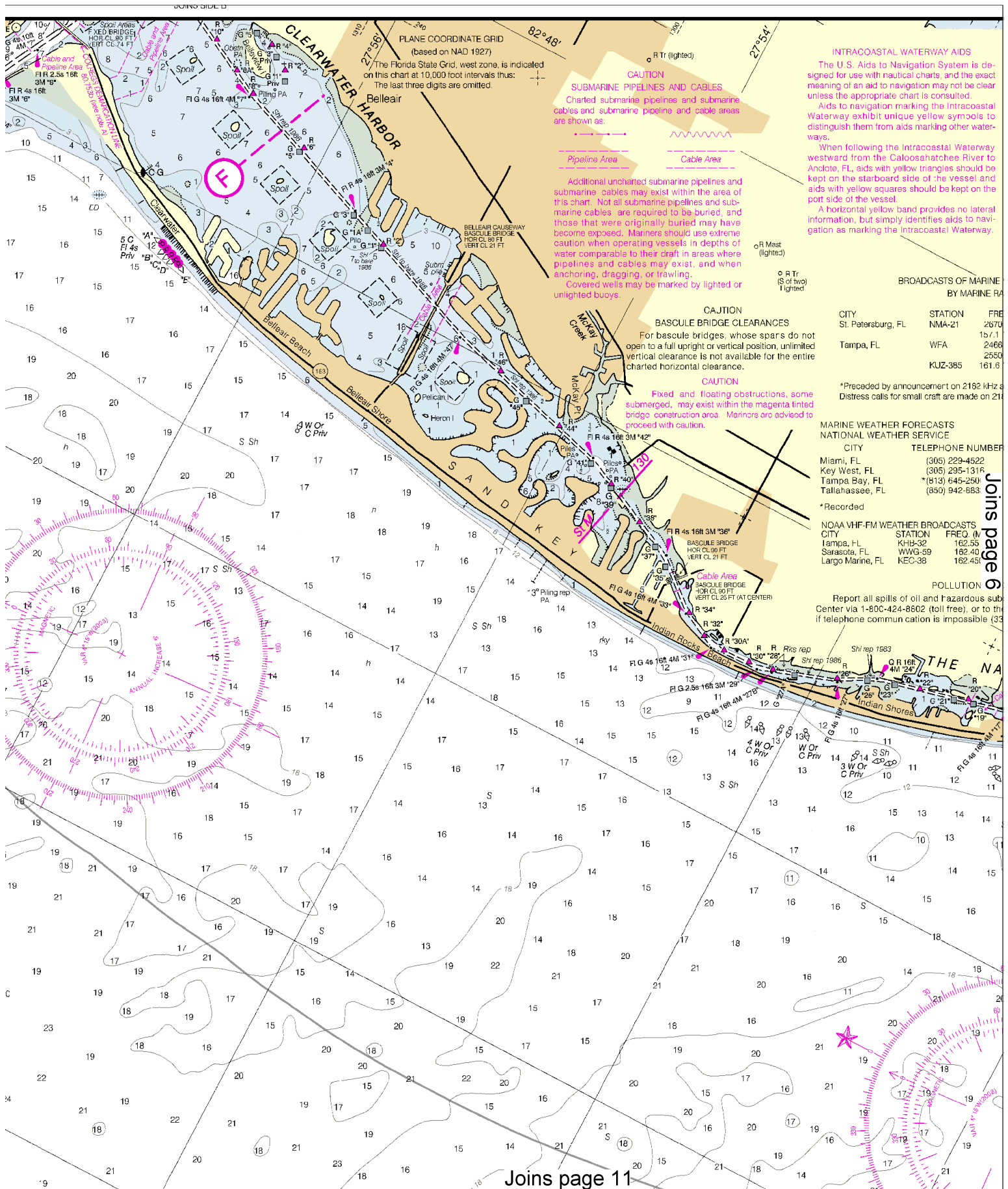
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

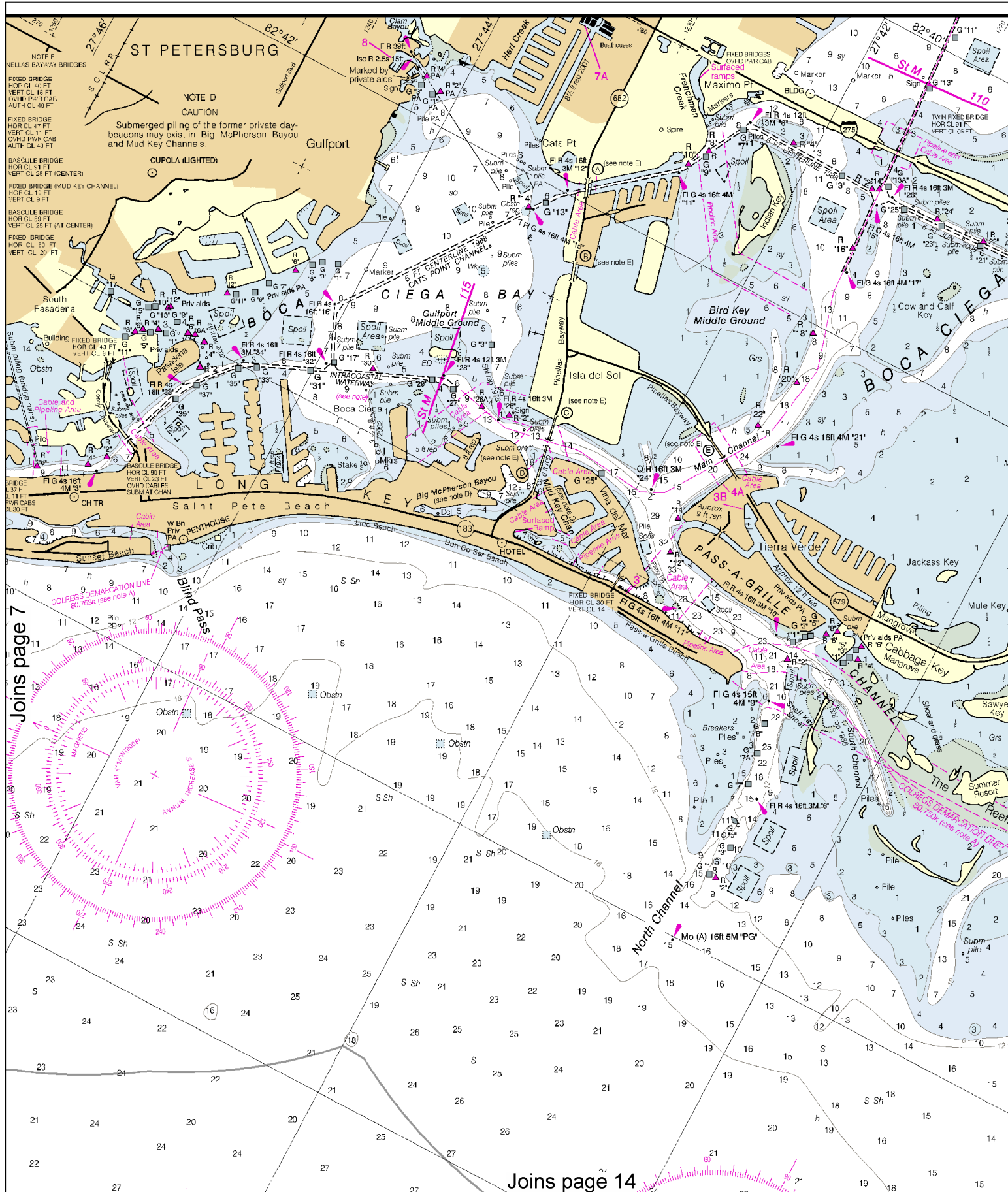
COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: - - - - -

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



8



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



SCALE 1:40,000

Nautical Miles

Statuto Milos

Yards

Meters

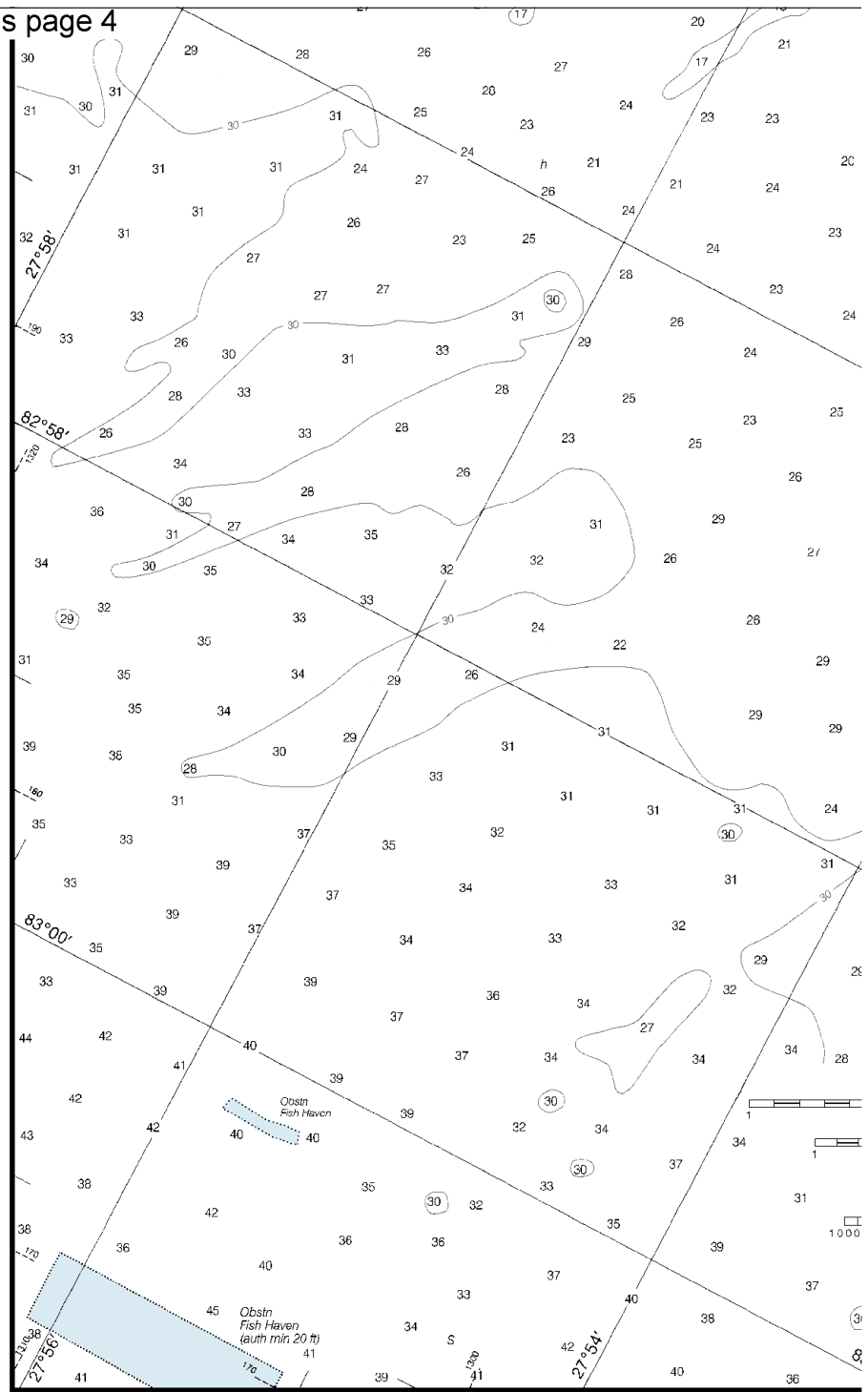
LATITUDE

LONGITUDE

FLY

T¹⁸ A M P A

Joins page 15



NAUTICAL CHART 11411

Predicted times and heights of high and low water-Eastern Standard Time, For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility regulations to these tide predictions.

[illegible]

Joins page 16

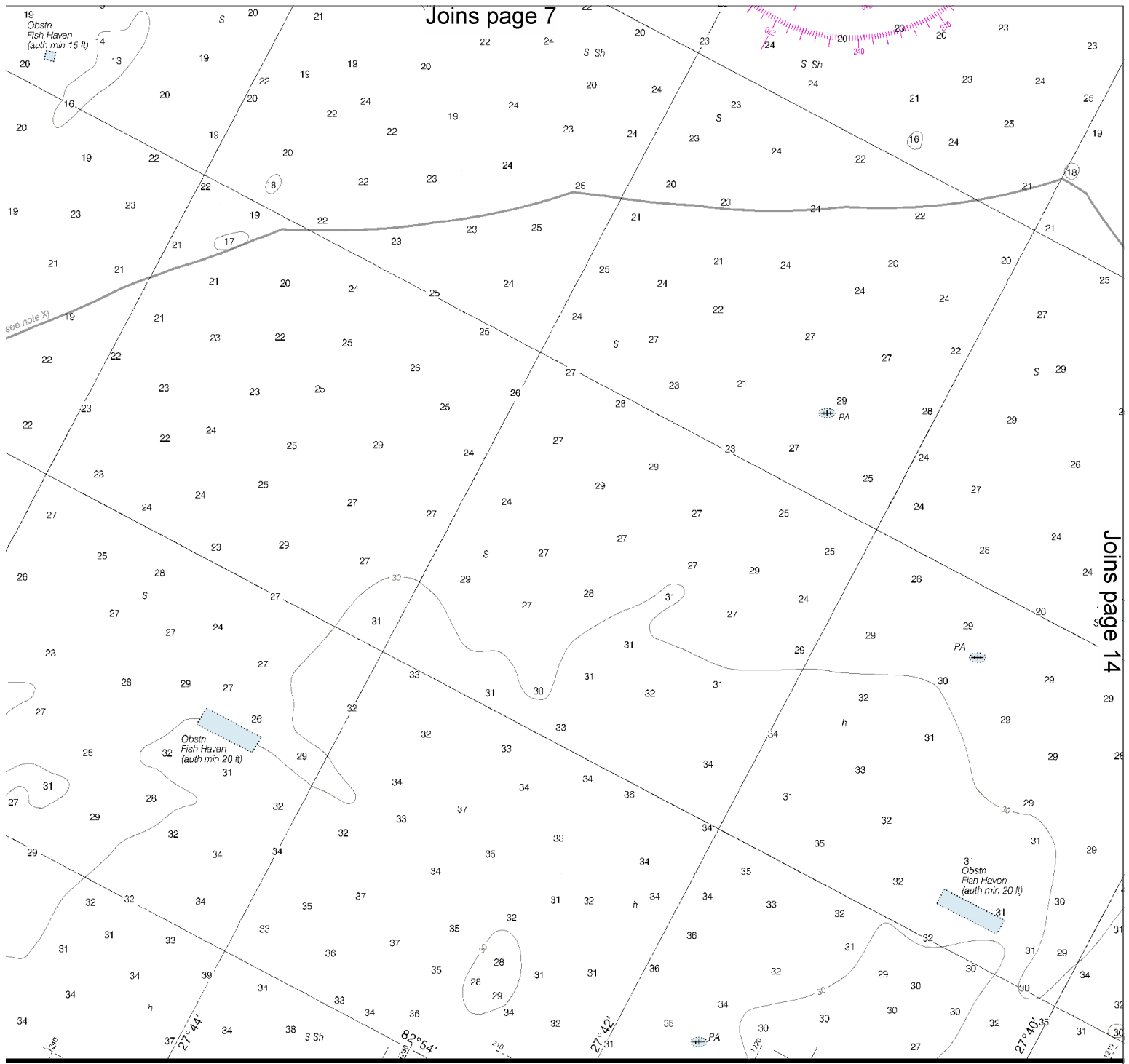
10



SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 14

1. 1084 KAPP 102

82°44'

28°08'

28°06'

28°04'

RULES OF THE ROAD
(ABRIDGED)

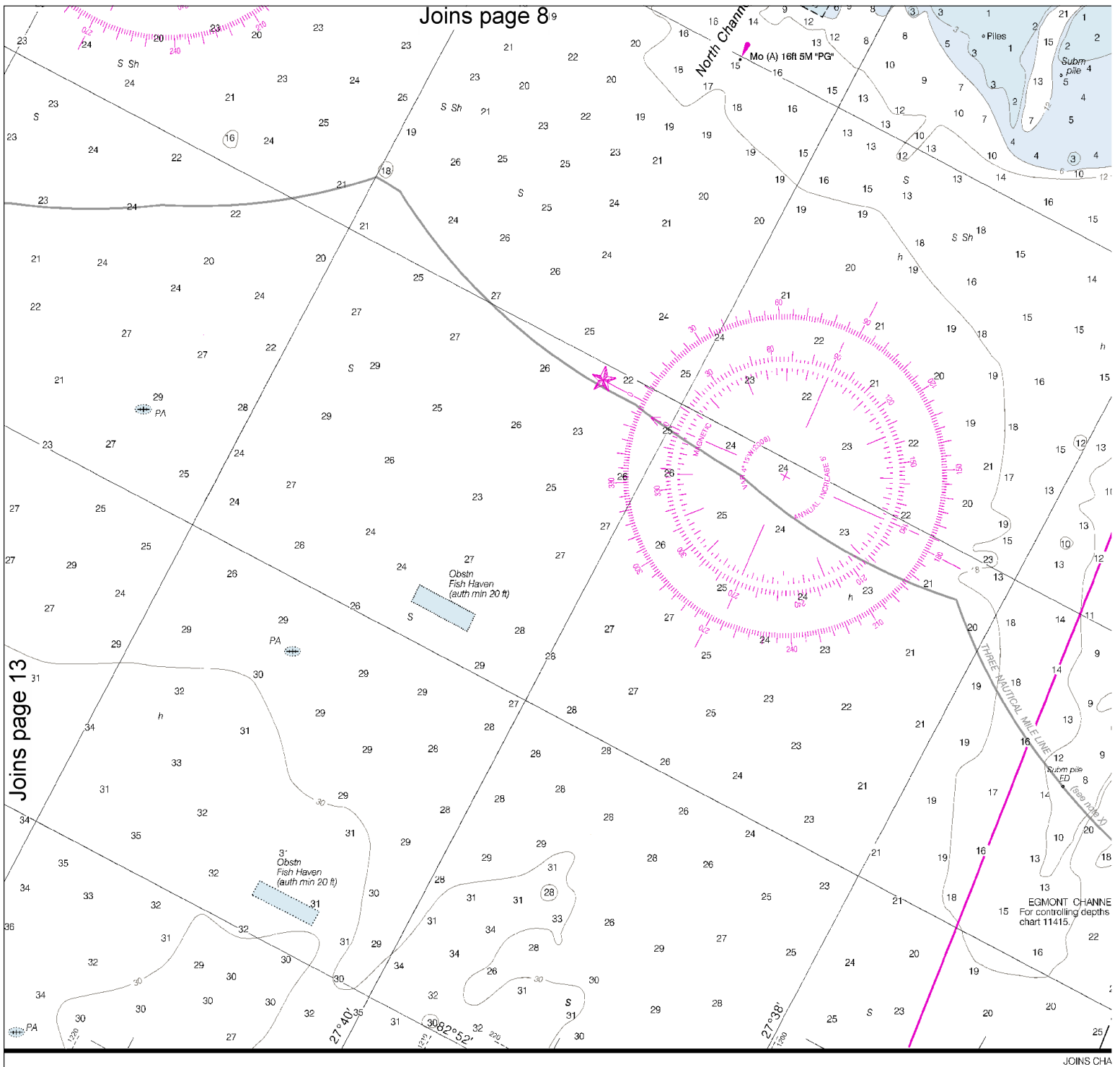
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

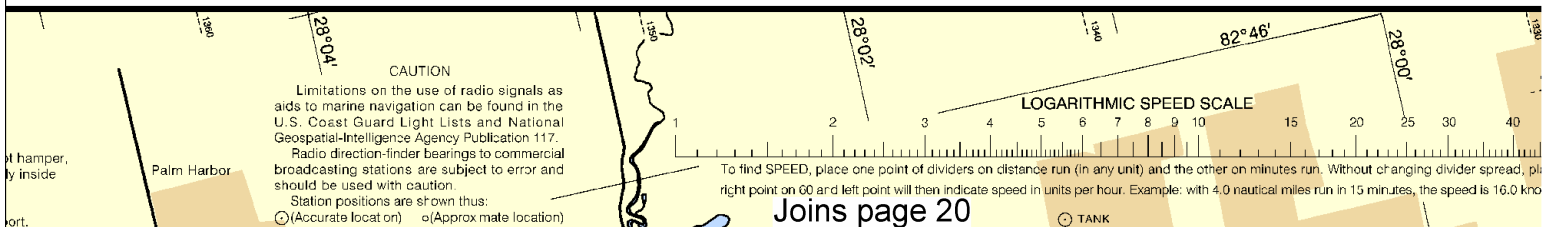
Palm Harbor

Joins page 19



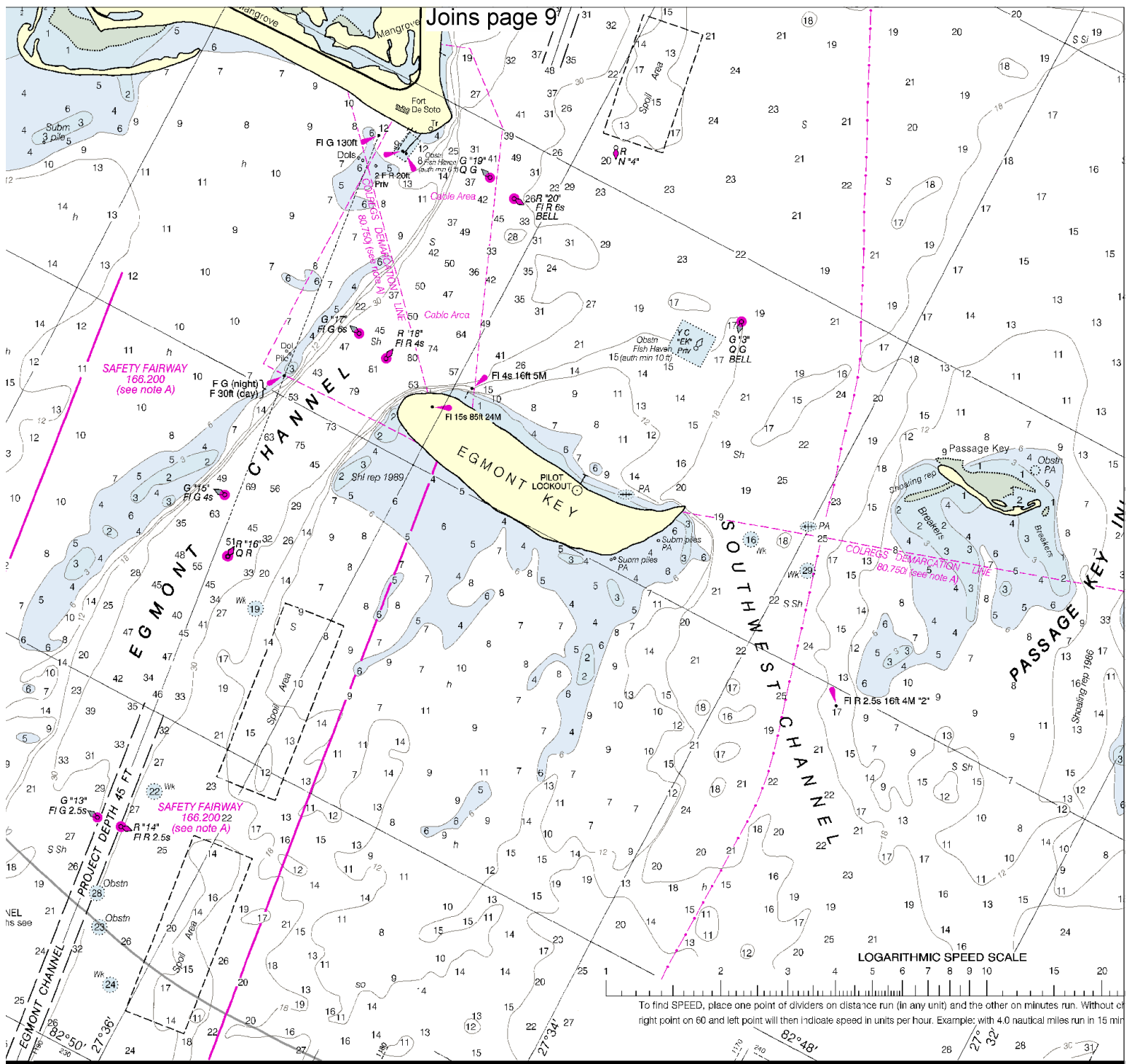
Joins page 13

JOINS CHA

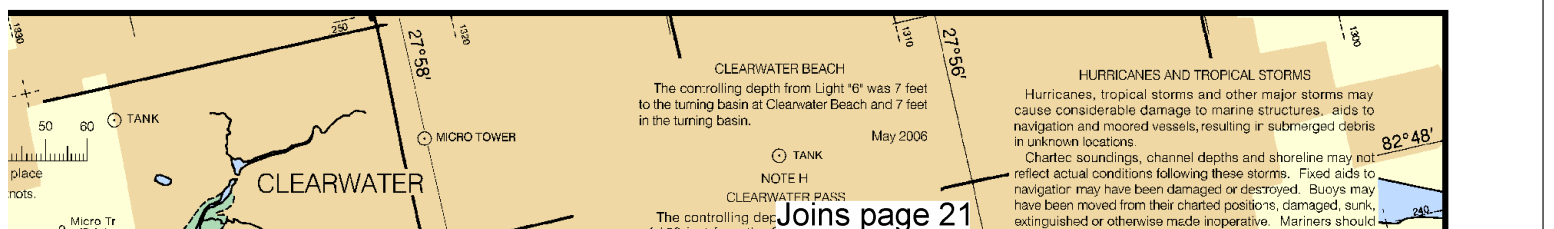


Joins page 20

TANK



HART 11415



11411 17th Ed., Mar./08; Corrected through NM Mar. 22/08, LNM Mar. 18/08



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART 11411

INTRACOASTAL WATERWAY

FLORIDA

TAMPA BAY TO

PORT RICHEY

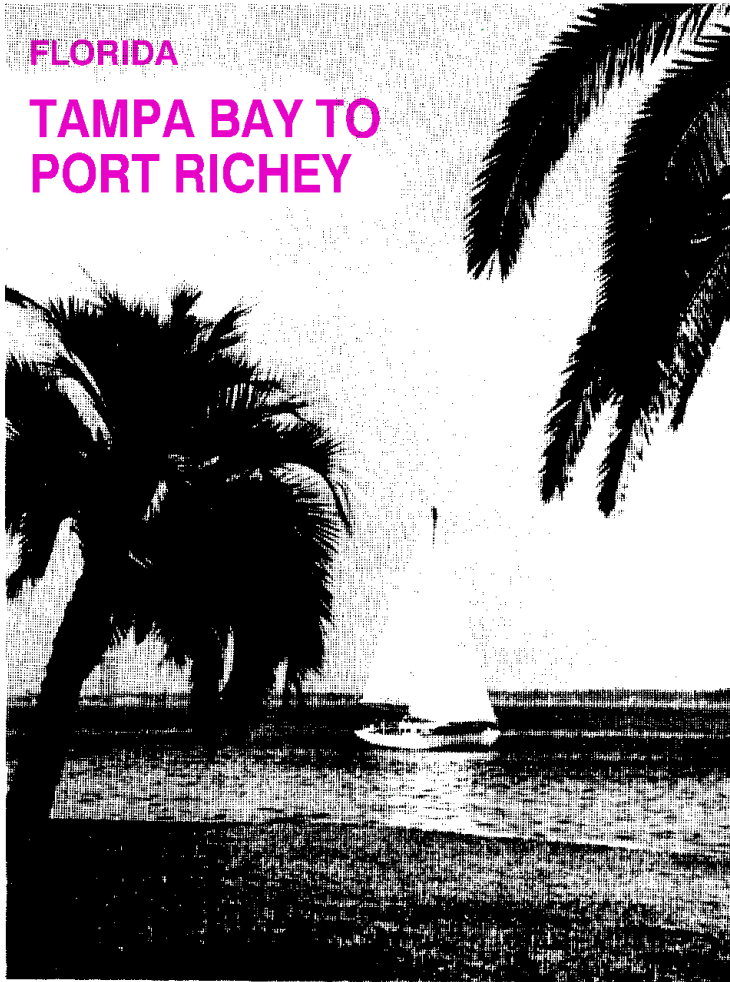


Chart 11411 17th Ed., Mar./08
Corrected through NM Mar. 22/08, LNM Mar. 18/08

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System of 1984)

HEIGHTS
Heights in feet above Mean High Water.

ST. PETERSBURG, FLA.

Predicted times and heights of high and low water—Eastern Standard Time. For Daylight Saving time, add 1 hour.

To predict local tide, apply the time difference listed in the facility publication to these tide predictions.

MARCH 2008				APRIL 2008				MAY 2008				JUNE 2008			
Day	Time	HI	LO	Day	Time	HI	LO	Day	Time	HI	LO	Day	Time	HI	LO
h.m.	ft.	ft.	ft.	h.m.	ft.	ft.	ft.	h.m.	ft.	ft.	ft.	h.m.	ft.	ft.	ft.
1	0403	-0.2		1	0502	-0.2		1	0436	0.3		1	0041	1.5	
Se	1950	1.9		Tu	1225	1.1		Th	1103	1.8		Su	0451	0.9	
				1	1609	1.1		F	1110	0.9		1	0458	2.8	
				2	1549	1.2		1	1851	1.8		2	0454	2.4	
2	0507	-0.3		2	0541	-0.1		2	0512	0.5		2	0304	1.5	
Su	2123	1.9		3	0527	1.5		Th	0504	0.4		3	0456	1.2	
				4	0549	1.9		F	0503	0.8		4	0456	1.2	
				5	0549	1.9		1	0501	0.2		5	0456	1.2	
3	0556	0.4		6	0614	0.0		2	0523	1.7		6	0456	1.2	
W	1335	1.2		7	0624	0.5		3	0543	1.8		7	0456	1.2	
4	0634	-0.5		8	0634	0.5		4	0529	1.7		8	0456	1.2	
Su	2123	1.9		9	0634	0.5		5	0529	1.7		9	0456	1.2	
				10	0634	0.5		6	0529	1.7		10	0456	1.2	
5	0634	-0.5		11	0634	0.5		7	0529	1.7		11	0456	1.2	
W	1335	1.2		12	0634	0.5		8	0529	1.7		12	0456	1.2	
6	0634	-0.5		13	0634	0.5		9	0529	1.7		13	0456	1.2	
Su	2123	1.9		14	0634	0.5		10	0529	1.7		14	0456	1.2	
				15	0634	0.5		11	0529	1.7		15	0456	1.2	
7	0634	-0.5		16	0634	0.5		12	0529	1.7		16	0456	1.2	
W	1335	1.2		17	0634	0.5		13	0529	1.7		17	0456	1.2	
8	0634	-0.5		18	0634	0.5		14	0529	1.7		18	0456	1.2	
Su	2123	1.9		19	0634	0.5		15	0529	1.7		19	0456	1.2	
				20	0634	0.5		16	0529	1.7		20	0456	1.2	
9	0634	-0.5		21	0634	0.5		17	0529	1.7		21	0456	1.2	
W	1335	1.2		22	0634	0.5		18	0529	1.7		22	0456	1.2	
10	0634	-0.5		23	0634	0.5		19	0529	1.7		23	0456	1.2	
Su	2123	1.9		24	0634	0.5		20	0529	1.7		24	0456	1.2	
				25	0634	0.5		21	0529	1.7		25	0456	1.2	
11	0634	-0.5		26	0634	0.5		22	0529	1.7		26	0456	1.2	
W	1335	1.2		27	0634	0.5		23	0529	1.7		27	0456	1.2	
12	0634	-0.5		28	0634	0.5		24	0529	1.7		28	0456	1.2	
Su	2123	1.9		29	0634	0.5		25	0529	1.7		29	0456	1.2	
				30	0634	0.5		26	0529	1.7		30	0456	1.2	
13	0634	-0.5		31	0634	0.5		27	0529	1.7		31	0456	1.2	
W	1335	1.2						28	0529	1.7					
14	0634	-0.5						29	0529	1.7					
Su	2123	1.9						30	0529	1.7					
								31	0529	1.7					

CONTINUED ON CHART 11409

SIDE B

16



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



NO	SMALL CRAFT FACILITY	FATHOMS (TRANSIT)	DEPTHS	APPROACH FEET (REPORTED)	ALONGSIDE FEET (REPORTED)	BEAT
			CHART SIDE			
3	PASS-A-GRILLE MARINA	A				
3B	TIERRA VERDE RESORT & MARINA	A				
4A	TIERRA VERDE MARINA	A				
7A	MAXIMO MARINA	A				
8	GULFPORT MUNICIPAL MARINA	A				
19	MADEIRA BEACH MUNICIPAL MARINA	A				
27	CLEARWATER MUNICIPAL MARINA	B				
33	MARKER 1 MARINA	B				
35	MARINO'S MARINA	B				
40E	BELLE HARBOUR MARINA	B				
73	GALATI MARINE	A				

THE LOCATIONS OF THE ABOVE
THE TABULATED "APPROACH-FEET (REPOI
THE TABULATED "PUMP-OUT

Joins page 18

		DEPTHS		SERVICES										SUPPLIES																						
		CHART SIDE		APPROACH FEET (REPORTED)		ALONGSIDE FEET (REPORTED)		BERTHS MOORINGS NATURAL (TANKS/SEDS)		RAMP SURFACED MATERIAL (LIFTS)		REPAIRS HULL/MOTOR/RADIO		MARINE RAILWAY (RADIO)		LIFT CAPACITY (TONS)		BOAT RENTAL		CANOE-ROW-MOTOR-RAVAK		FOOD-LOGGING-CAMPING		TENTS-STORES-CLANDINARY		WATER/ICE		NAUTICAL CHART SALES		GROCERIES-HARDWARE		BUT-TACKLE		DIESEL OIL GASOLINE		
NO	SMALL CRAFT FACILITY	A		10	9	B	E																													
3	PASS-A-GRILLE MARINA	A		10	9	B	E					HMR																T	P	W		WI		B	DG	
3B	TERRA VERDE RESORT & MARINA	A		12	8	B	E																					TS	L	P	WD	C	WI			DG
4A	TERRA VERDE MARINA	A		20	20	B	E					HMR																TS	P	WD	C	WI	GH	BT	DG	
7A	MAXIMO MARINA	A		13	8	B	E					HMR																TS	P	WD	C	WI	GH	BT	DG	
8	GULFPORT MUNICIPAL MARINA	A		6	5	B	E	S																				TS	P			C	WI	GH	BT	DG
19	MADEIRA BEACH MUNICIPAL MARINA	A		8	8	B	E	S																				TS	L	P		C	WI	GH	BT	DG
27	CLEARWATER MUNICIPAL MARINA	B		8	12	B	E					MR																TS	L	P	W	C	WI	GH	BT	DG
33	MARKER 1 MARINA	B		6	6	B	E					HMR																TS	L	P	WD	C	WI	H	B	DG
35	MARINO'S MARINA	B		3	3	B	E	S				HMR																TS	P	WD	C	WI	H	BT	G	
40E	BELLE HARBOUR MARINA	B		6	8	B	E																					TS	P			C	WI	H	BT	G
73	GALATI MARINE	A		6	8	B	E					HMR																TS	L	P	W	C	WI	H	BT	G

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.
Motorboats approaching head-to-head or nearly so should pass port-to-port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

ANCLOTE RIVER
Depth was 7½ feet for a width of 20 m Light No. 1 to the turning point in Springs and 3½ feet within the river mouth.

Nov. 2008

US Hwy No 19 (Alt)

Palm Harbor

Sutherland Bayou

Ozona

Smith Bayou

Burghstream Pt 1

Crystal Beach

Indian Bluff Island

Buggy Bayou

Garden Island

Daneman Pt

Kristenman Pt

Howard Park Beach

Honeymoon Island

North Pt

Grassy Key

Little B

Three Rocker Bar

Wreckage PA

Intracoastal Waterway

COLREGS DEMARCATION LINE

Join page 20

Join page 25

19



Chart 11411 17th Ed., Mar./08
Corrected through NM Mar. 22/08, LNM Mar. 18/08
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000

SOUNDINGS IN FEET
MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System of 1984)

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.078' northward and 0.636' eastward to agree with this chart.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

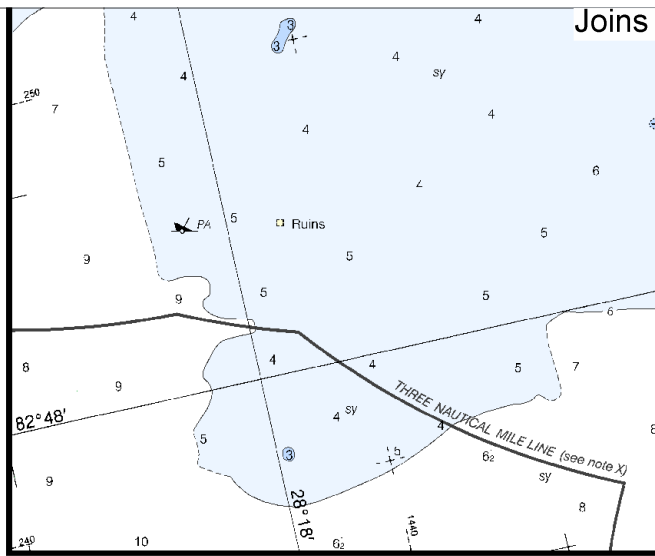
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

Additional information can be obtained at nauticalcharts.noaa.gov.



ED. NO. 17
NSN 764201400/7673
NGA REFERENCE NO. 11XHA11411

NOVEMBER 2008				DECEMBER 2008				JANUARY 2009				FEBRUARY 2009			
Day	Time	HT.		Day	Time	HT.		Day	Time	HT.		Day	Time	HT.	
1	0100	2.7	16 0209 2.9	1	0100	2.7	16 0209 2.9	1	0100	2.7	16 0209 2.9	1	0100	2.7	16 0209 2.9
2	0227	2.6	17 0302 2.8	2	0227	2.6	17 0302 2.8	2	0227	2.6	17 0302 2.8	2	0227	2.6	17 0302 2.8
3	0302	2.5	18 0406 2.5	3	0302	2.5	18 0406 2.5	3	0302	2.5	18 0406 2.5	3	0302	2.5	18 0406 2.5
4	0401	2.4	19 0500 2.2	4	0401	2.4	19 0500 2.2	4	0401	2.4	19 0500 2.2	4	0401	2.4	19 0500 2.2
5	0508	2.2	20 0136 1.3	5	0508	2.2	20 0136 1.3	5	0508	2.2	20 0136 1.3	5	0508	2.2	20 0136 1.3
6	0605	1.5	21 0332 1.0	6	0605	1.5	21 0332 1.0	6	0605	1.5	21 0332 1.0	6	0605	1.5	21 0332 1.0
7	0700	1.9	22 0433 0.6	7	0700	1.9	22 0433 0.6	7	0700	1.9	22 0433 0.6	7	0700	1.9	22 0433 0.6
8	0800	1.0	23 0527 0.2	8	0800	1.0	23 0527 0.2	8	0800	1.0	23 0527 0.2	8	0800	1.0	23 0527 0.2
9	0904	0.8	24 0812 0.1	9	0904	0.8	24 0812 0.1	9	0904	0.8	24 0812 0.1	9	0904	0.8	24 0812 0.1
10	1005	1.8	25 0136 1.5	10	1005	1.8	25 0136 1.5	10	1005	1.8	25 0136 1.5	10	1005	1.8	25 0136 1.5
11	1106	2.8	26 0226 0.4	11	1106	2.8	26 0226 0.4	11	1106	2.8	26 0226 0.4	11	1106	2.8	26 0226 0.4
12	1210	0.9	27 0805 0.5	12	1210	0.9	27 0805 0.5	12	1210	0.9	27 0805 0.5	12	1210	0.9	27 0805 0.5
13	1316	2.8	28 0026 2.5	13	1316	2.8	28 0026 2.5	13	1316	2.8	28 0026 2.5	13	1316	2.8	28 0026 2.5
14	1402	2.9	29 0026 2.5	14	1402	2.9	29 0026 2.5	14	1402	2.9	29 0026 2.5	14	1402	2.9	29 0026 2.5
15	1508	2.5	30 0136 1.5	15	1508	2.5	30 0136 1.5	15	1508	2.5	30 0136 1.5	15	1508	2.5	30 0136 1.5
16	1605	1.0	31 0332 1.0	16	1605	1.0	31 0332 1.0	16	1605	1.0	31 0332 1.0	16	1605	1.0	31 0332 1.0
17	1700	1.9	32 0433 0.6	17	1700	1.9	32 0433 0.6	17	1700	1.9	32 0433 0.6	17	1700	1.9	32 0433 0.6
18	1800	1.0	33 0527 0.2	18	1800	1.0	33 0527 0.2	18	1800	1.0	33 0527 0.2	18	1800	1.0	33 0527 0.2
19	1904	0.8	34 0812 0.1	19	1904	0.8	34 0812 0.1	19	1904	0.8	34 0812 0.1	19	1904	0.8	34 0812 0.1
20	2005	1.8	35 0136 1.5	20	2005	1.8	35 0136 1.5	20	2005	1.8	35 0136 1.5	20	2005	1.8	35 0136 1.5
21	2106	2.8	36 0226 0.4	21	2106	2.8	36 0226 0.4	21	2106	2.8	36 0226 0.4	21	2106	2.8	36 0226 0.4
22	2210	0.9	37 0805 0.5	22	2210	0.9	37 0805 0.5	22	2210	0.9	37 0805 0.5	22	2210	0.9	37 0805 0.5
23	2316	2.8	38 0026 2.5	23	2316	2.8	38 0026 2.5	23	2316	2.8	38 0026 2.5	23	2316	2.8	38 0026 2.5
24	2402	2.9	39 0026 2.5	24	2402	2.9	39 0026 2.5	24	2402	2.9	39 0026 2.5	24	2402	2.9	39 0026 2.5
25	2508	2.5	40 0136 1.5	25	2508	2.5	40 0136 1.5	25	2508	2.5	40 0136 1.5	25	2508	2.5	40 0136 1.5
26	2605	1.0	41 0332 1.0	26	2605	1.0	41 0332 1.0	26	2605	1.0	41 0332 1.0	26	2605	1.0	41 0332 1.0
27	2700	1.9	42 0433 0.6	27	2700	1.9	42 0433 0.6	27	2700	1.9	42 0433 0.6	27	2700	1.9	42 0433 0.6
28	2800	1.0	43 0527 0.2	28	2800	1.0	43 0527 0.2	28	2800	1.0	43 0527 0.2	28	2800	1.0	43 0527 0.2
29	2904	0.8	44 0812 0.1	29	2904	0.8	44 0812 0.1	29	2904	0.8	44 0812 0.1	29	2904	0.8	44 0812 0.1
30	3005	1.8	45 0136 1.5	30	3005	1.8	45 0136 1.5	30	3005	1.8	45 0136 1.5	30	3005	1.8	45 0136 1.5
31	3106	2.8	46 0226 0.4	31	3106	2.8	46 0226 0.4	31	3106	2.8	46 0226 0.4	31	3106	2.8	46 0226 0.4
32	3210	0.9	47 0805 0.5	32	3210	0.9	47 0805 0.5	32	3210	0.9	47 0805 0.5	32	3210	0.9	47 0805 0.5
33	3316	2.8	48 0026 2.5	33	3316	2.8	48 0026 2.5	33	3316	2.8	48 0026 2.5	33	3316	2.8	48 0026 2.5
34	3402	2.9	49 0026 2.5	34	3402	2.9	49 0026 2.5	34	3402	2.9	49 0026 2.5	34	3402	2.9	49 0026 2.5
35	3508	2.5	50 0136 1.5	35	3508	2.5	50 0136 1.5	35	3508	2.5	50 0136 1.5	35	3508	2.5	50 0136 1.5
36	3605	1.0	51 0332 1.0	36	3605	1.0	51 0332 1.0	36	3605	1.0	51 0332 1.0	36	3605	1.0	51 0332 1.0
37	3700	1.9	52 0433 0.6	37	3700	1.9	52 0433 0.6	37	3700	1.9	52 0433 0.6	37	3700	1.9	52 0433 0.6
38	3800	1.0	53 0527 0.2	38	3800	1.0	53 0527 0.2	38	3800	1.0	53 0527 0.2	38	3800	1.0	53 0527 0.2
39	3904	0.8	54 0812 0.1	39	3904	0.8	54 0812 0.1	39	3904	0.8	54 0812 0.1	39	3904	0.8	54 0812 0.1
40	4005	1.8	55 0136 1.5	40	4005	1.8	55 0136 1.5	40	4005	1.8	55 0136 1.5	40	4005	1.8	55 0136 1.5
41	4106	2.8	56 0226 0.4	41	4106	2.8	56 0226 0.4	41	4106	2.8	56 0226 0.4	41	4106	2.8	56 0226 0.4
42	4210	0.9	57 0805 0.5	42	4210	0.9	57 0805 0.5	42	4210	0.9	57 0805 0.5	42	4210	0.9	57 0805 0.5
43	4316	2.8	58 0026 2.5	43	4316	2.8	58 0026 2.5	43	4316	2.8	58 0026 2.5	43	4316	2.8	58 0026 2.5
44	4402	2.9	59 0026 2.5	44	4402	2.9	59 0026 2.5	44	4402	2.9	59 0026 2.5	44	4402	2.9	59 0026 2.5
45	4508	2.5	60 0136 1.5	45	4508	2.5	60 0136 1.5	45	4508	2.5	60 0136 1.5	45	4508	2.5	60 0136 1.5
46	4605	1.0	61 0332 1.0	46	4605	1.0	61 0332 1.0	46	4605	1.0	61 0332 1.0	46	4605	1.0	61 0332 1.0
47	4700	1.9	62 0433 0.6	47	4700	1.9	62 0433 0.6	47	4700	1.9	62 0433 0.6	47	4700	1.9	62 0433 0.6
48	4800	1.0	63 0527 0.2	48	4800	1.0	63 0527 0.2	48	4800	1.0	63 0527 0.2	48	4800	1.0	63 0527 0.2
49	4904	0.8	64 0812 0.1	49	4904	0.8	64 0812 0.1	49	4904	0.8	64 0812 0.1	49	4904	0.8	64 0812 0.1
50	5005	1.8	65 0136 1.5	50	5005	1.8	65 0136 1.5	50	5005	1.8	65 0136 1.5	50	5005	1.8	65 0136 1.5
51	5106	2.8	66 0226 0.4	51	5106	2.8	66 0226 0.4	51	5106	2.8	66 0226 0.4	51	5106	2.8	66 0226 0.4
52	5210	0.9	67 0805 0.5	52	5210	0.9	67 0805 0.5	52	5210	0.9	67 0805 0.5	52	5210	0.9	67 0805 0.5
53	5316	2.8	68 0026 2.5	53	5316	2.8	68 0026 2.5	53	5316	2.8	68 0026 2.5	53	5316	2.8	68 0026 2.5
54	5402	2.9	69 0026 2.5	54	5402	2.9	69 0026 2.5	54	5402	2.9	69 0026 2.5	54	5402	2.9	69 0026 2.5
55	5508	2.5	70 0136 1.5	55	5508	2.5	70 0136 1.5	55	5508	2.5	70 0136 1.5	55	5508	2.5	70 0136 1.5
56	5605	1.0	71 0332 1.0	56	5605	1.0	71 0332 1.0	56	5605	1.0	71 0332 1.0	56	5605	1.0	71 0332 1.0
57	5700	1.9	72 0433 0.6	57	5700	1.9	72 0433 0.6	57	5700	1.9	72 0433 0.6	57	5700	1.9	72 0433 0.6
58	5800	1.0	73 0527 0.2	58	5800	1.0	73 0527 0.2	58	5800	1.0	73 0527 0.2	58	5800	1.0	73 0527 0.2
59	5904	0.8	74 0812 0.1	59	5904	0.8	74 0812 0.1	59	5904	0.8	74 0812 0.1	59	5904	0.8	74 0812 0.1
60	6005	1.8	75 0136 1.5	60	6005	1.8	75 0136 1.5	60	6005	1.8	75 0136 1.5	60	6005	1.8	75 0136 1.5
61	6106	2.8	76 0226 0.4	61	6106	2.8	76 0226 0.4	61	6106	2.8	76 0226 0.4	61	6106	2.8	76 0226 0.4
62	6210	0.9	77 0805 0.5	62	6210	0.9	77 0805 0.5	62	6210	0.9	77 0805 0.5	62	6210	0.9	77 0805 0.5
63	6316	2.8	78 0026 2.5	63	6316	2.8	78 0026 2.5	63	6316	2.8	78 0026 2.5	63	6316	2.8	78 0026 2.5
64	6402	2.9	79 0026 2.5	64	6402	2.9	79 0026 2.5	64	6402	2.9	79 0026 2.5	64	6402	2.9	79 0026 2.5
65	6508	2.5	80 0136 1.5	65	6508	2.5	80 0136 1.5	65	6508	2.5	80 0136 1.5	65	6508	2.5	80 0136 1.5
66	6605	1.0	81 0332 1.0	66	6605	1.0	81 0332 1.0	66	6605	1.0	81 0332 1.0	66	6605	1.0	81 0332 1.0
67	6700	1.9	82 0433 0.6	67	6700	1.9	82 0433 0.6	67	6700	1.9	82 0433 0.6	67	6700	1.9	82 0433 0.6
68	6800	1.0	83 0527 0.2	68	6800	1.0	83 0527 0.2	68	6800	1.0	83 0527 0.2	68	6800	1.0	83 0527 0.2
69	6904	0.8	84 0812 0.1	69	6904	0.8	84 0812 0.1	69	6904	0.8	84 0812 0.1	69	6904	0.8	84 0812 0.1
70	7005	1.8	85 0136 1.5	70	7005	1.8	85 0136 1.5	70	7005	1.8	85 0136 1.5	70	7005	1.8	85 0136 1.5
71	7106	2.8	86 0226 0.4	71	7106	2.8	86 0226 0.4	71	7106	2.8	86 0226 0.4	71	7106	2.8	86 0226 0.4
72	7210	0.9	87 0805 0.5	72	7210	0.9	87 0805 0.5	72	7210	0.9	87 0805 0.5	72	7210	0.9	87 0805 0.5
73	7316	2.8	88 0026 2.5	73	7316	2.8	88 0026 2.5	73	7316	2.8	88 0026 2.5	73	7316	2.8	88 0026 2.5
74	7402	2.9	89 0026 2.5	74	7402	2.9	89 0026 2.5	74	7402	2.9	89 0026 2.5	74	7402	2.9	89 0026 2.5
75	7508	2.5	90 0136 1.5	75	7508	2.5	90 0136 1.5	75	7508	2.5	90 0136 1.5</				



CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas shown as:

— Pipeline Area — Cable Area

Additional uncharted submarine pipelines and marine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and some that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of 10 or comparable to their draft in areas where pipelines and cables may exist, and when boring, dragging, or trawling. Covered wells may be marked by lighted or lighted buoys.

INTRACOASTAL WATERWAY
 Project Depths
 feet Caloosahatchee River, Fla. to Anclote River, Fla.
 The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

PLANE COORDINATE GRID
 (based on NAD 1927)
 The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus: — The last three digits are omitted.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY AIDS
 The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
 When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

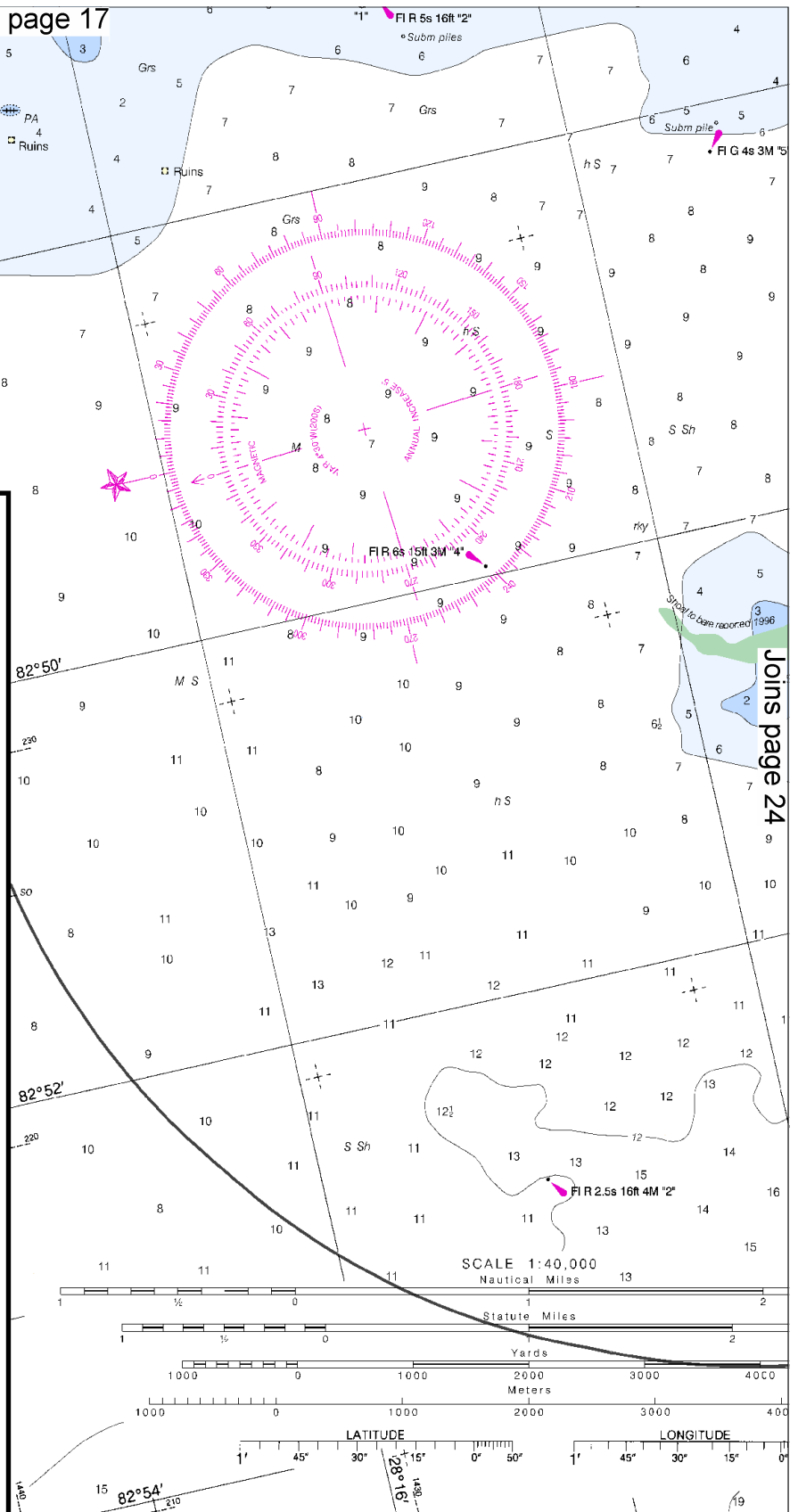
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

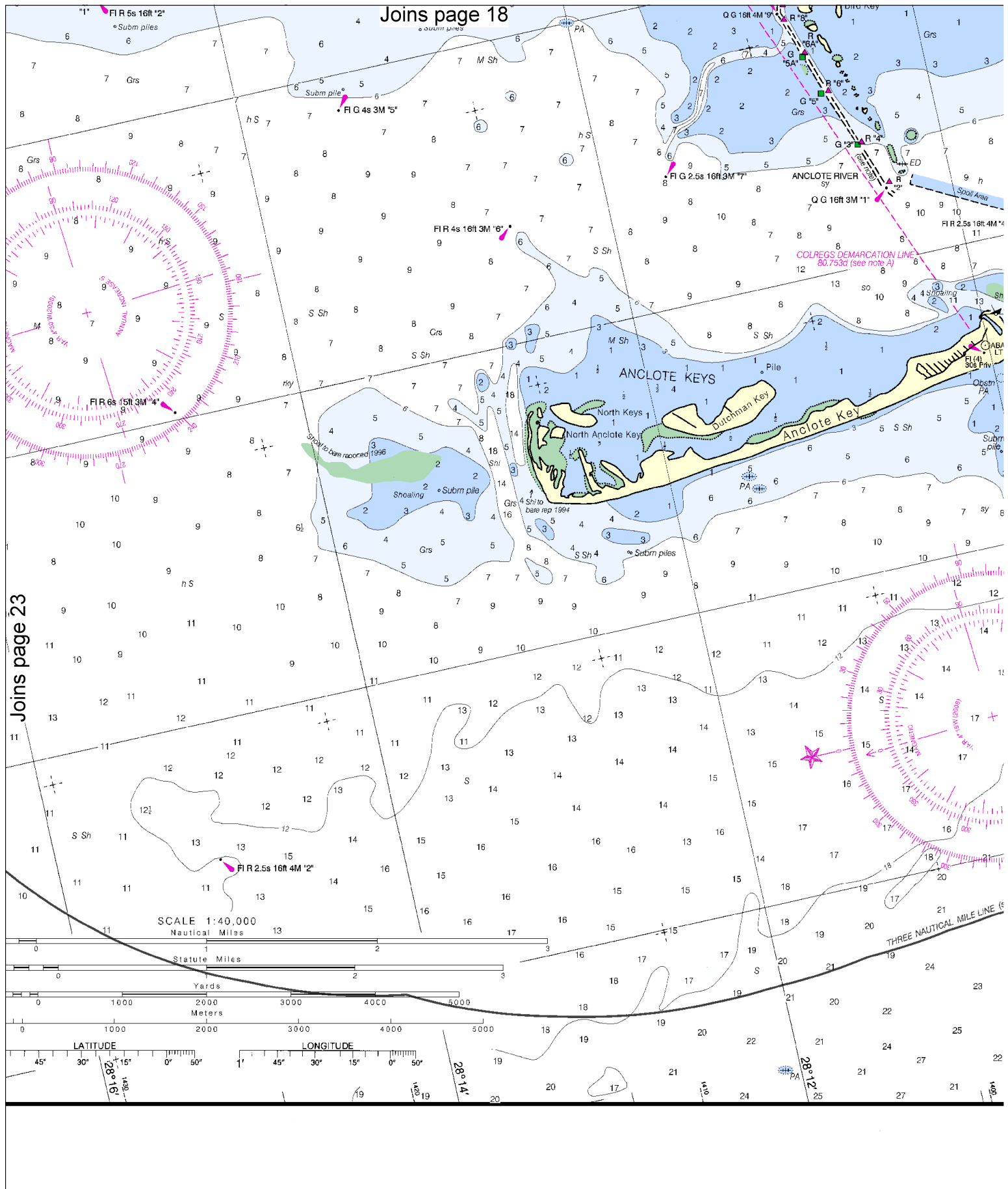
Distances
 The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Bay, FL and are indicated thus:

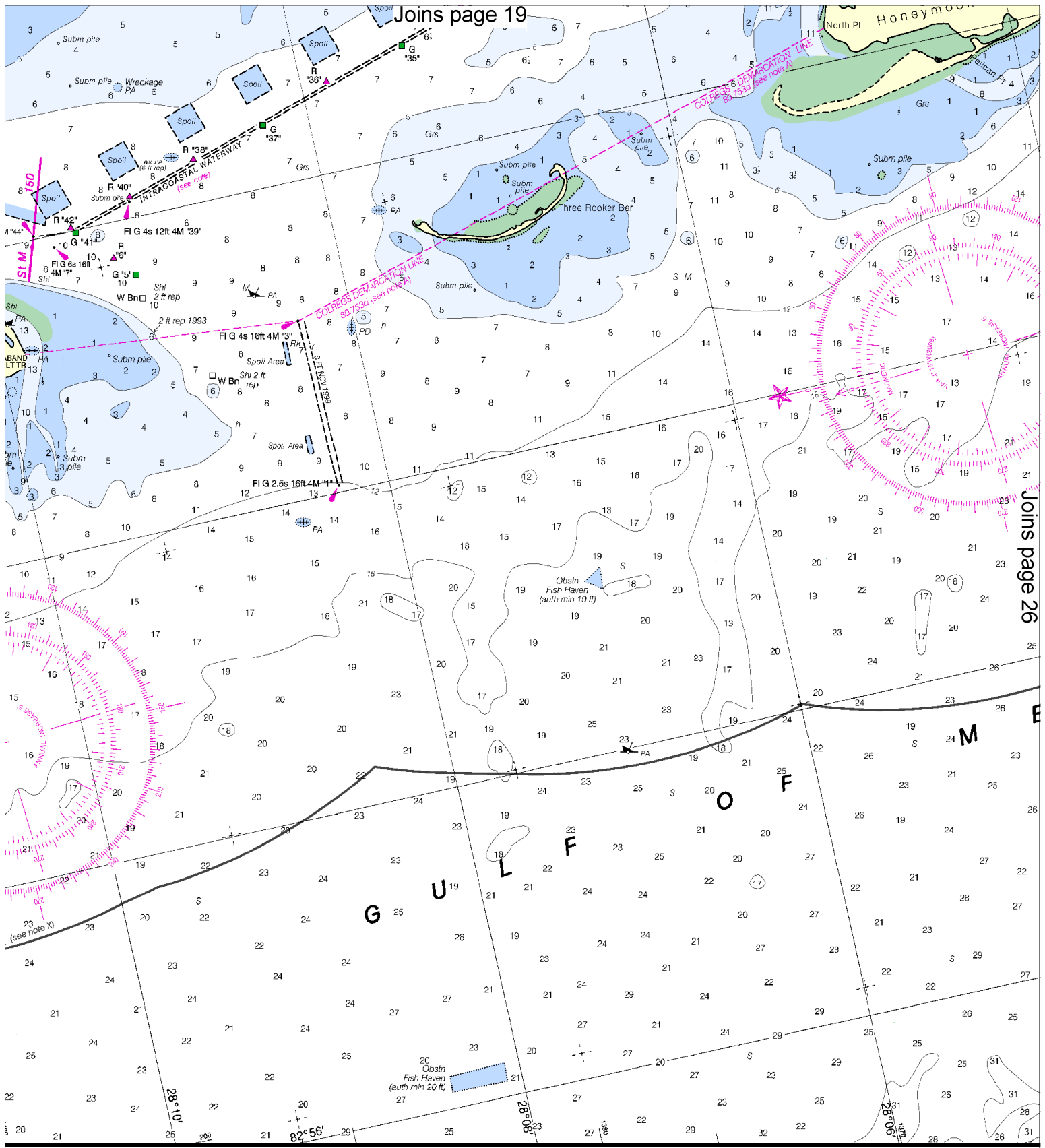
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

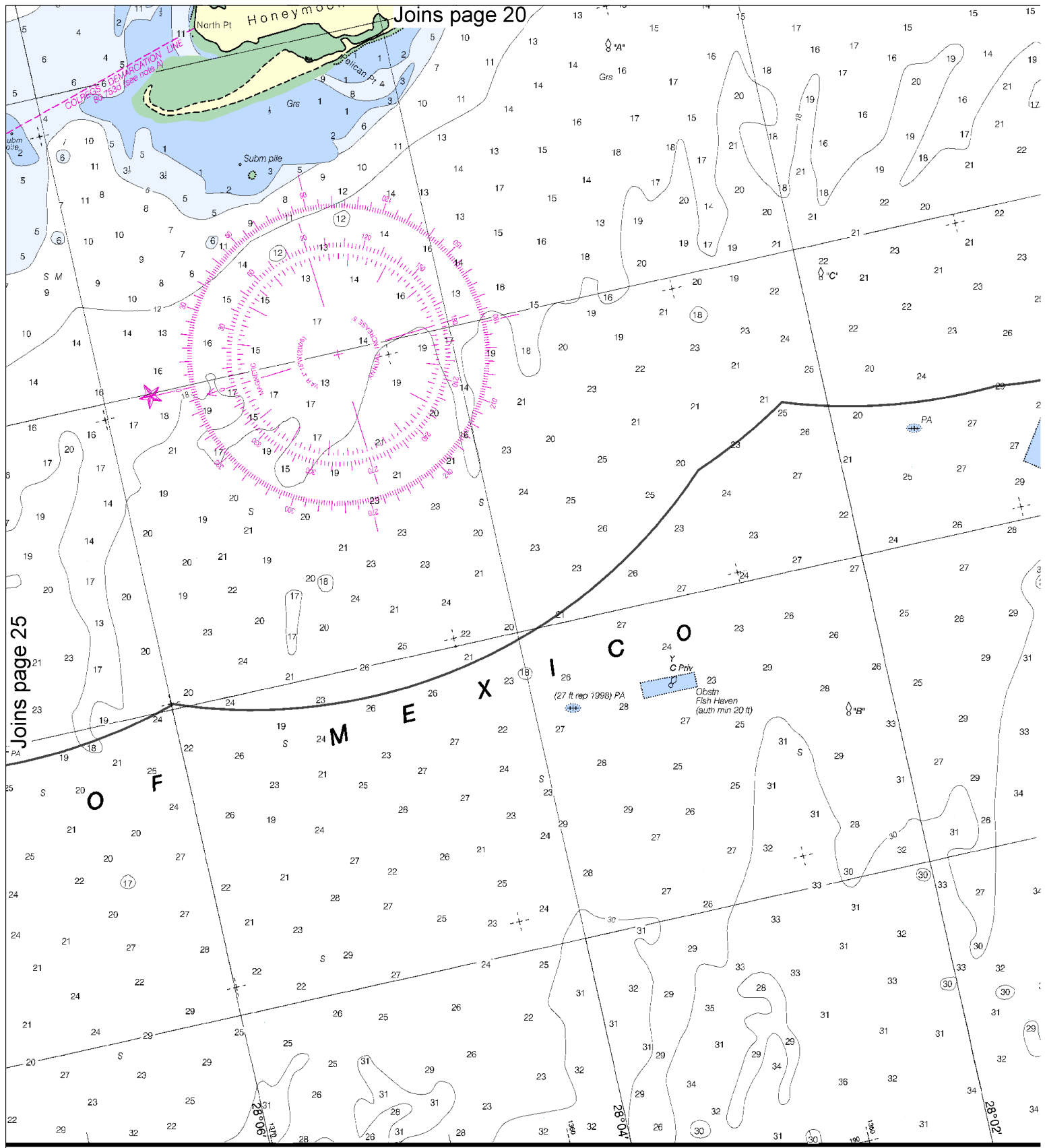
CAUTION
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.









CONTINUED ON CHART 11412

26

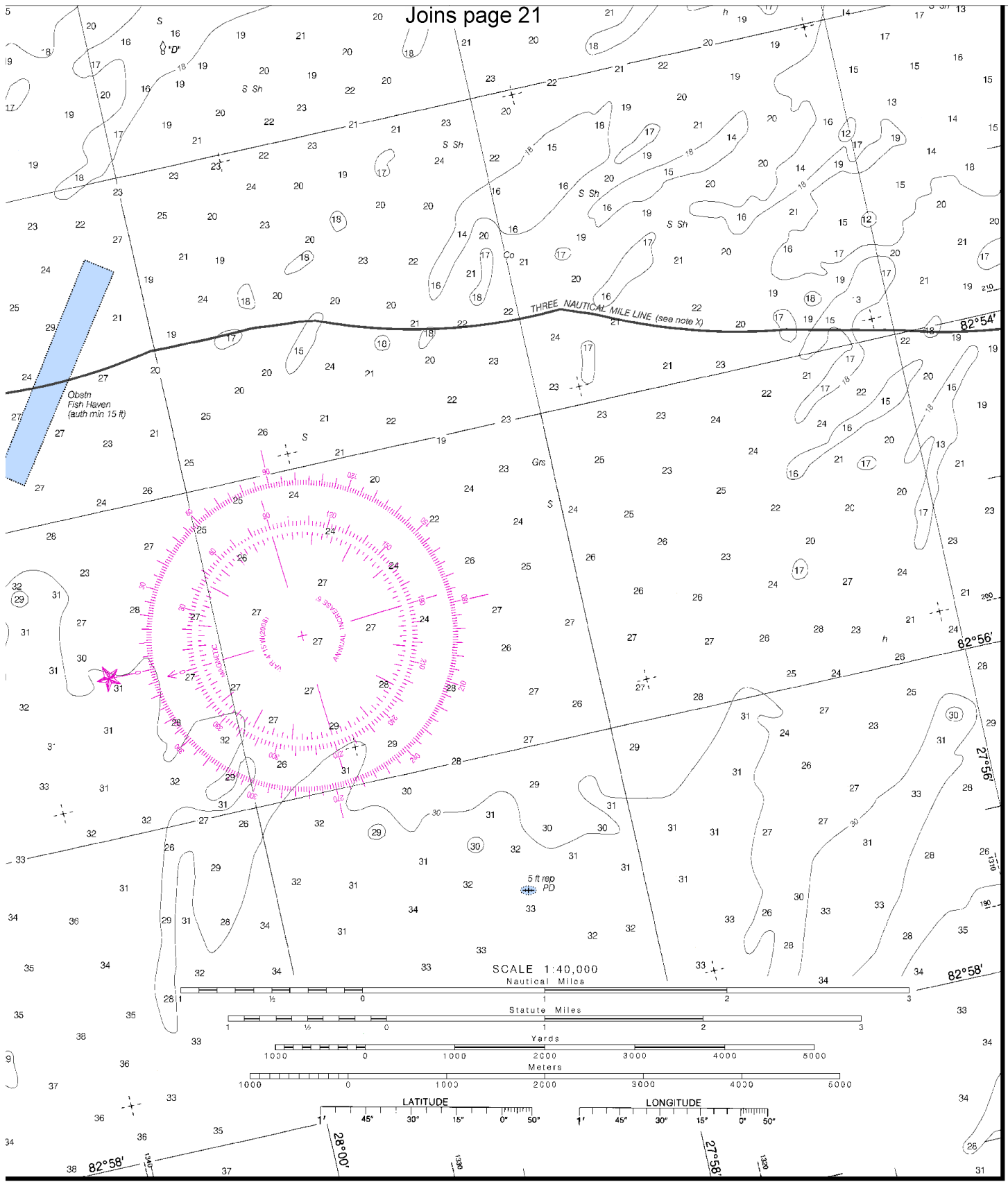


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group St. Petersburg – 727-824-7506

Coast Guard St. Petersburg – 727-824-7670

Coast Guard Sand Key – 727-596-8666

Pinellas County Marine Unit – 727-582-6177

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.